



## MEETING OF THE

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

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**Orange County Transportation Authority:** Art Brown, Buena Park

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

**Thursday, June 21, 2007  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
San Bernardino Conference Room  
Los Angeles, CA 90017  
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**Video Conference Location  
SCAG Inland Empire Office  
3600 Lime Street, Suite 216  
Riverside, CA 92501  
(951) 784-1513**

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Agendas and Minutes for the P&P TAC are also available at:  
[www.scag.ca.gov/rptac/index.htm](http://www.scag.ca.gov/rptac/index.htm)

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# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

	PAGE#	TIME
<i>"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".</i>		
1.0 <b><u>CALL TO ORDER &amp; INTRODUCTIONS</u></b>	Ty Schuiling, Chair	
2.0 <b><u>PUBLIC COMMENT PERIOD</u></b> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.		
3.0 <b><u>CONSENT CALENDAR</u></b>		
3.1 <u>Approval Items</u>		
3.1.1 <u>Approve Minutes of May 17, 2007</u> <b>Attached</b>		
3.1.2 <u>Approve Minutes of May 31, 2007</u> <b>Attached</b>		
4.0 <b><u>INFORMATION ITEMS</u></b>		
4.1 <u>Update on AQMP Measures</u>	Jonathan Nadler, SCAG Staff	10 min.
4.2 <u>2003 Base Year &amp; 2035 Baseline</u> <i>Continued discussion of performance measures.</i>	Bill McCullough, System Metrics	20 min.
4.3 <u>Aviation/Ground Access Report</u> <i>Update on airport/ground access element.</i>	Mike Armstrong, SCAG Staff	15 min.
4.4 <u>RTP Finance</u> <i>Preliminary discussion on revenue vs. cost comparison.</i>	Chris Williges, System Metrics	15 min.

# PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE

## AGENDA

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### 4.5 Standing Items

- |       |  |                                     |         |
|-------|--|-------------------------------------|---------|
| 4.5.1 | <u>Growth Forecast</u><br><i>Growth alternatives development strategy.</i> | Frank Wen/Mark Butala<br>SCAG Staff | 20 min. |
| 4.5.2 | <u>Highways &amp; Arterials</u><br><i>No report.</i>                       |                                     |         |
| 4.5.3 | <u>Non-motorized / TDM</u><br><i>No report.</i>                            |                                     |         |

### 5.0 STAFF REPORT

- 5.1 SCAG's Regional Activities Summary  
**Attached**

### 6.0 ADJOURNMENT

The next meeting of the Plans & Programs Technical Advisory Committee will be held at the SCAG offices on Thursday, July 19, 2007.

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Plans & Programs Technical Advisory Committee (TAC)  
of the  
Southern California Association of Governments

May 17, 2007

***Minutes***

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**THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The P&P TAC held its meeting at the SCAG Headquarters in Los Angeles. The meeting was called to order by Ty Schuiling, Chair, SANBAG.

**Members Present:**

Ty Schuiling, Chair	SANBAG
Miles, Mitchell, Vice-Chair	LADOT
Shefa Bhuiyan	Caltrans-District 8
Deborah Diep	CDR / CSU Fullerton
Dana Gabbard	So. Ca. Transit Advocates
Bill Gayk	Riverside County TLMA
Lori Huddlesston	LACMTA
Jack Humphrey	Gateway Cities COG
Paula McHargue	LAWA
Catherine McMillan	CVAG
David Mootchnik	So. Cal. Commuters Forum
Ian Pari	City of Santa Clarita
Tracy Sato	City of Anaheim
Gail Shiimoto-Lohr	Orange County COG
John Stesney	LACMTA
Jim Stewart	SCCED
Tony Van Haagen	Caltrans-District 7
Carla Walecka	Transportation Corridor Agencies
Dianna Watson	Caltrans-District 7
Danny Wu	City of Anaheim
Michael Litschi	OCTA
Brian Liu	LACMTA
Brad McAllester	LACMTA
Linda Taira	Caltrans-District 7
Diane Forte	Environment Now
Aileen Igermel	Caltrans-District 12
Lisa Haroy	City of Santa Clarita
David Sosa	Caltrans-District 7
Shefa Bhuiyan	Caltrans-District 8

**Via Conference Call:**

Dr. Paul Fagan	Caltrans-District 8
Brian Kuhn	City of Palmdale

**Via Conference Call:**

Michelle Merino	IVAG
Kathy Williams	IVAG
Jeff Weir	Air Resources Board
Lisa Poe	SANBAG
Doug Bilse	City of Camarillo

**Via Video Conference:**

Shirley Medina	RCTC
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**SCAG Staff:**

Naresh Amatya	
Bob Huddy	
Andre Darmanin	
Peter Brandenburg	
Shawn Kuk	
Annie Nam	
Betty Mann	
Hasan Ikharta	
Jonathan Nadler	
David Rubinow	
Tarek Hatata	System Metrics (consultant)
Bill McCullough	System Metrics (consultant)
Sarah Catz	Sub-Consultant to System Metrics
Cheryl Stecher	Sub-Consultant to System Metrics

**1.0 CALL TO ORDER AND INTRODUCTIONS**

Ty Schuiling, Chair, called the meeting to order at 9:15 am. Introductions were made.

**2.0 PUBLIC COMMENT PERIOD**

There were no public comments.

**3.0 CONSENT CALENDAR**

**3.1 Approval Items**

**3.1.1 Approve Minutes of March 15, 2007**

*Members requested the following changes be made to the minutes:*

- Ty Schuiling, Chair requested the following revisions:
  - Page 5, paragraph 1, of the minutes as follows: “Mr. Schuiling added that the NB 15 in the PM over the Cajon Pass is also bad with

two freeways merging into one and very high truck volumes.” This should refer to two freeways merging into one and is really the Devore Interchange, the I-15/I-215 Junction.

- Page 5, paragraph 2, “Mr. Schuiling questioned the data regarding the 214215 segment between the 10 and 60 crossing the San Bernardino/Riverside county line.
- Page 5, paragraph 3, “Mr. Schuiling added that Caltrans just did a ~~shot~~ SHOPP project...”
- Page 6, paragraph 2, “Mr. Mitchell suggested agendizing for the next TAC meeting a discussion on funding allocation methodology and how actions taken by the TAC may impact funding determinations.” This item is not listed on today’s agenda and should be agendized on an upcoming meeting.
- Page 6, paragraph 2, “Mr. Schuiling inquired on whether or not the RTP will be developed in line with specific performance objectives and that this should be agendized for a later TAC meeting.” This item is also not included in today’s agenda and should be included in the upcoming agenda.
- Page 9, item 4.4, paragraph 2, line 3, “...efforts that used to fall into the SHOPP per SB4035 are no longer available.”
- Gail Shimoto-Lohr requested the following changes be made:
  - Page 2, item 3.1.1 as follows: ~~distinct and~~ **Ms. Diep inquired** if there is **a to be a distinct** RHNA database that is developed, reflecting any revisions to the socio-economic assumptions resulting from any appeals or revisions, ~~should be a~~ **that is** separate and distinct **from the RTP database**. The pure projections should be utilized in the RTP.
  - Page 7, paragraph 3, “...and if there are successful appeals **through which** those housing units would then be distributed ...”
  - Page 8, line 1, “...Transportation Corridor Agencies (TCA)...”
  - Page 9, line 1, “...assumptions **on Prop 42 and Prop 1B local subventions** be revisited because the cities are using all of this to deal with resurfacing and local projects”

*Motion to approve the minutes of the March 15, 2007 meeting contingent upon the changes noted above was moved (Mitchell), seconded (Diep), and unanimously approved. An electronic copy of the revised minutes is available on the SCAG website ([www.scag.ca.gov/rptac/index.htm](http://www.scag.ca.gov/rptac/index.htm)).*

## **4.0 INFORMATION ITEMS**

### **4.1 Air Quality Conformity**

Jonathan Nadler, SCAG, presented members with a general overview of air quality conformity requirements and what it means for the RTP.

Mr. Nadler explained that the federal Clean Air Act (CAA) sets national ambient air quality standards and attainment and air plan submittal dates by pollutant based on specific designations of non-attainment areas. Slides were presented identifying the numerous air quality related designations. The first map showed the boundaries of the four air basins within the SCAG region as follows: the South Central Coast, South Coast, Mojave Desert, and the Salton Sea air basin. Mr. Nadler explained that the geographic boundaries of the air basins are not the same as the non-attainment areas or the air districts. The five air districts within the region were identified as follows: Ventura County APCD, Antelope Valley AQMD, South Coast AQMD, Mojave Desert AQMD, and Imperial County APCD. Within the air basins and air districts, there are five federal ozone non-attainment areas, five PM10 areas, one PM2.5 area (South Coast Air Basin), one CO area (the South Coast area was just recently re-designated as a maintenance area for CO), and finally one maintenance area for NO2. Mr. Nadler stated that the technical work for conformity requires that all of the non-conformity areas be addressed.

Mr. Nadler briefly explained federal conformity requirements, including the process in which motor vehicle emission budgets are derived. First, local air quality management plans (AQMP) are prepared in response to federal and state requirements, which incorporates the state and federal control strategy and prepares the State Implementation Plan (SIP). Once a local AQMP is prepared and adopted, it is submitted to the Air Resources Board (ARB). Ultimately the SIP is submitted to EPA for approval. Mr. Nadler emphasized that there is a SIP for each non attainment pollutant for each area.

In terms of how this impacts the conformity process, Mr. Nadler explained that all federally supported highway and transit projects are required to conform to a SIP. The motor vehicle emissions budgets that are established in the SIP set permissible upper limits for transportation activities. These apply to the non-attainment and maintenance areas for transportation related pollutants. Each pollutant and their precursors have emission budgets.

Mr. Nadler added that SCAG receives the emissions budgets from each air district in conjunction with ARB. The budgets in the 2007 AQMP were based on SCAG's 2004 RTP as updated with current socio-economic data.

Mr. Nadler stated that an interim model, which is intended to replicate the upcoming new transportation model as best as possible, was used as SCAG's input into the region's AQMPs. Once the new transportation model is available, we can better assess the adequacy of the budgets.

Mr. Nadler then pointed out that ozone SIPs are due in June and the PM2.5 SIP for South Coast is due in April 2008. Considering the EPA typically takes about three months to approve the SIP once it is submitted, and that staff is intending to release the draft RTP in October, we are working within some time constraints. The conformity determination does not need to be made upon the release of the draft but is required for plan adoption, by which time we anticipate having the budgets in place.

Mr. Nadler continued with regard to the performance of the next RTP. As explained previously, emission budgets are being set based on the 2004 RTP. The general goal of the 2008 RTP would be to at least maintain existing conditions or improve on them if possible. The performance of the 2008 RTP will have to be assessed later, once we



know exactly what projects will be included in the plan. Staff is continuing to work diligently to ensure that we meet all of our budgets and ultimately that we have a conforming RTP.

Mr. Ty Schuiling, SANBAG, inquired about SCAG's responsibility in reducing mobile source emissions levels versus the responsibilities of other air quality regulatory agencies. Mr. Nadler responded by stating that the California Health and Safety Code requires that SCAG provide the portion of the South Coast AQMP which includes transportation strategies and transportation control measures (TCMs). TCMs are projects that are intended to reduce congestion as opposed to reducing exhaust emissions. Exhaust emissions are the responsibility of the state and federal government. An ongoing issue is that the state cannot assign emission reductions to federal sources (e.g. trains, ships, planes) which make up a large part of the air quality problem.

Mr. Schuiling asked what level of emission reduction was attributed to the 2004 RTP and what level of emission reduction appears likely to be asked of the 2008 RTP.

Mr. Nadler noted that the region is facing significant challenges in terms of demonstrating attainment and that any benefits that can be gained from the RTP would be welcome. In terms of the overall reductions that the transportation plan gives relative to the reductions assumed by other agencies is minimal. The primary reason is that fleets are substantially cleaner than they were in the past such that congestion relief strategies provide only nominal emission reductions.

Mr. Tony Van Haagen, Caltrans District 7, inquired whether the interim model was run using the 5-loop method which would result in higher VMT relative to the previous model method.

Mr. Nadler stated that the 5-loop modeling method was the agreed upon approach through stakeholder discussions and that staff has followed what was considered to be the best practices.

Mr. Van Haagen stated that he had not seen the VMT results and inquired about its availability. Mr. Schuiling requested that staff make available the results of the interim model to the TAC.

In reference to SCAG's efforts relative to goods movement control measures, Mr. Brad McAllester, LACMTA, mentioned that Maglev was not modeled in the previous RTP as it was considered a privately funded project and that there was an attempt to remain sensitive to concerns over the project becoming a priority for federal funds and competing with TCM1. Mr. McAllester asked if staff could clarify the difference between this control measure and the TCMs. Adding that if the goods movement control measures move forward with significant emissions impacts associated with them, and if the private funding that had been assumed does not become available, do they become federal funding priorities as a TCM? Mr. Schuiling asked staff to begin with a description of this emerging TCM referred to by Mr. McAllester.

Mr. Nadler responded by briefly describing SCAG's proposed goods movement measures which include an alternative freight movement system and truck-only lanes. These projects are being developed as part of SCAG's on-going Goods Movement Program which is intended to enable the region to improve the health and well-being of our communities, while more efficiently accommodating freight movement through

the region to the economic benefit of Southern California and the rest of the Nation. The proposed alternative freight movement system would use the same track as envisioned for a regional passenger movement system. The business case being developed assumes that the system would be partially self financing by the users who gain benefit from the efficiencies of the system. The truck-only lane envisions moving two-containers per vehicle. There is no intent to have these publicly financed or to establish them as TCMs that require timely implementations or approvals. These control measures were put on the table to address the 74 ton per day NOx shortfall to meet the PM2.5 standard, and are being proposed with assumption that ARB will backstop the reductions associated with these mobile sources if the projects are not executed in the proposed timeframe.

Mr. McAllester stated that he appreciated SCAG's efforts in this area but that there needs to be ways that SCAG can clarify the intent of such measures so that they do not become a priority for federal transportation funds should the private sector funds not materialize. He stated that there may have been strategies in the past that were not associated with emissions targets as part of the SIP.

Mr. Hasan Ikharta, SCAG, reiterated Mr. Nadler's point that there is no intent for these measures to compete for funding priorities on the part of the commissions and that they are proposed as to be backstopped by ARB. What we have on the table at this time is a combination of measures between ARB, AQMD and SCAG to address the shortfall of about 74 tons of PM2.5 in the SIP. The two measure discussed by Mr. Nadler would only account for approximately 20 tons. SCAG's intent was to deal with the shortfalls of the SIP and would welcome ideas to achieve this. The intent to have the commissions and SCAG agree on an action plan to move forward and that discussions would need to take place in moving forward.

Mr. McAllester asked if the South Coast AQMP was scheduled for approval on June 1 and if that would result in the goods movement measure becoming a transportation control measure.

Mr. Ikharta stated that if the air plan is approved on June 1<sup>st</sup>, it would be submitted to the ARB who can then modify the locally submitted plan.

Mr. McAllester stated that discussions regarding the goods movement measures would need to take place in the next week or so.

Mr. Ikharta commented that the ARB would take some time to accept the air plan before submitting the SIP to the EPA. The EPA would also need to find that the SIP is financially constrained and that it meets attainment.

Mr. McAllester encouraged that a discussion with the counties take place in the next few days.

Mr. Ikharta commented on the magnitude of the goods movement issue. He added that SCAG is about a month away from signing an MOU with the region's six county transportation commissions, the two ports, ARB, EPA, the Interior Trade Commission and the USDOT.

Mr. Miles Mitchell, LADOT, requested that staff explain electrifying existing rail capacity and high speed rail in terms of the new goods movement control measures being proposed for the 2008 RTP.

Mr. Ikharta stated that a study was conducted by SCAG about 20 years ago to analyze electrification of existing rail tracks. This study is relevant in that NOx contributions from freight trucks diminish while rail and ship traffic continue to increase. To really address the emission issues when 50% of the cargo is being carried by rail, you would need to electrify to get to zero emission. The cost to electrify is estimated at 3 to 5 billion dollars. This control measure assumes that rail services in our region will be electric by 2014.

Mr. Mitchell referred to a proposal presented at the Maglev Task Force meeting (May 10, 2007) that included a description of a new Maglev line from the port to Union Station, also connecting with the IOS line (passenger and cargo) out to Ontario. Mr. Mitchell asked if the system described above is part of the new goods movement control measure that is being proposed.

Mr. Ikharta commented that the region has relied on black box approach to meet air quality standards in the past. He added that there has been an abundance of research findings in recent years documenting the negative public health impacts of emissions to the extent of 5,400 premature deaths annually and an additional 140,000 asthma cases.

Mr. Schuiling commented that the federal government has prioritized the need to establish the region as the nation's premiere gateway for imported goods while it has been unwilling to adequately regulate the emissions that are a result of moving those goods. He added that the intent to try and address this issue by way of this measure, which is felt to be essentially impossible by transportation professionals, may result in the region being unable to move forward with the regionally significant projects that would add capacity. Mr. Schuiling noted that revenues generated by the county sales tax measures and funding from STIP, STP, and CMAC all have plans associated with them. He reiterated the concern that if the private funding for the measure does not materialize, there would be no project and there would be no recourse.

Some discussion continued in regard to the role of the AQMD in addressing this issue. Mr. Schuiling commented that the AQMD was prepared to submit a plan that specifies actions that can be taken at the discretion of the state and federal agencies to achieve the required emissions reductions. Mr. Ikharta stated that the AQMD does not have measures to close the emissions gap and that the ARB has been asked to back stop or provide an alternative for the goods movement measures. Regulating wood burning fireplaces in the region has been discussed by AQMD but this measure would still not be enough.

Mr. Schuiling commented that the stakeholders represented in the TAC have had no discussion of this issue to this point in time.

Mr. Ikharta stated that he believed Mark Pisano had discussed this issue with the county commission CEOs.

Mr. Schuiling stated that Mr. Pisano had not discussed specifications of the freight control measure and that the discussion taking place today is the first.

There was a question as to whether or not the high speed rail on the IOS would also become a control measure. Staff confirmed that this would be the case.

Mr. Mitchell commented that there are numerous studies regarding this technology that are currently underway but are yet to be completed. He added that SCAG is asking the region to accept this control measure despite not having completed a thorough review and analysis.

Mr. McAllester stated that the goods movement control measure has not gone before the Transportation Conformity Working Group in a meaningful manner.

A question was asked regarding the approximate cost of the two measures. The cost was estimated at 40 billion dollars which includes the IOS, the Maglev, and the line from the port to the IOS.

Michael Litschi, OCTA, asked about the general scope of the goods movement control measures and whether the region would be mandated to implement them or included in the AQMP. Mr. Ikharta stated that if we take credit for the measures as part of the attainment demonstration in the AQMP but do not implement it, then the reductions would need to be made up some how. Dana Gabbard, Southern California Transit Advocates, evoked the Brown Act and requested that the TAC vote to add this discussion as an item to the agenda as an emergency issue. Mr. Schuiling stated that the current discussion was relevant to the air quality conformity item and that a vote would not be necessary.

Mr. Mitchell asked if these goods movement measures had been brought before the Transportation and Communications Committee or the Regional Council as a TCM.

Mr. Ikharta asked to correct a statement made earlier. He stated that SCAG is not submitting the goods movement projects to the AQMD as TCMs. TCMs are those projects that reduce congestion and have funding in the first two years of the RTIP. TCMs must meet timely implementation requirements and if they are unable to be delivered, must be substituted for. These strategies are being submitted as control measures with the assumption that they will be backstopped by ARB. An air quality workshop in April of this year was devoted to the air quality issue and a vote on the resolution was taken at the General Assembly earlier this month. The vote was to submit the SCAG portion of the South Coast AQMP to the district and included the two transportation strategies.

Mr. McAllester moved to convey to SCAG management the concerns expressed today regarding the inclusion of the goods movement strategies into the air plan and to ask SCAG executive management to have an immediate meeting with the county transportation commission executive management. Mr. Schuiling seconded the motion.

Mr. Mitchell asked whether or not there were any alternatives available to the goods movement strategies being proposed to meet the emissions gap. Mr. Ikharta stated that neither SCAG nor AQMD has an alternative. The ARB has proposed a winter-time ban on wood burning from fireplaces but this would not be enough.

There was some discussion of the multi-county goods movement study currently being developed. There was some discussion as to whether or not the study recommends dedicated truck lanes for longer combination vehicles. The study does identify dedicated high speed clean freight corridors but does not specify the technology. The study also has an implementation horizon of 2030.

Mr. Mitchell suggested an amendment to the motion made earlier by Mr. McAllester. He requested that TAC staff prepare a memo to be distributed to the TAC and the CTC executives as soon as possible summarizing today's discussion.

Mr. McAllester rephrased his motion to include the development of a white paper detailing all of the ramifications, alternatives and discussions from the meeting by the end of next week.

Mr. Schuiling stated that the intent is to generate a meeting of the executives well before any action is taken on the AQMP. Mr. Schuiling seconded Mr. McAllester's amended motion.

Gail Shiimoto-Lohr, OCCOG, noted that AQMD and SCAG staff have previously emphasized the inability to get the state and feds to appropriately regulate the mobile sources within their respective jurisdictions. She inquired about the effort for a call to action to be able to make those agencies take their fair share of the issue and challenges so that the South Coast Air Basin and the region would not be placed in this situation.

Mr. Ikharta commented that the EPA would not be very responsive and expressed reservations in anticipating that appropriate measures be put forth from the federal level.

Mr. Mitchell asked whether staff will be able to distribute the requested white paper by May 25<sup>th</sup>. Mr. Ikharta stated that he is not authorized to have a white paper be distributed without receiving approval from SCAG's policy committees. He stated that the meeting of the executives will take place and that a summary of the discussion from the meeting will be distributed as well. The TAC's recommendation will be forwarded to the TCC with the meeting between SCAG and the CTCs to take place as an immediate step. Staff will be able to provide a description of the issue but will not be able to send an official white paper at this point.

Carla Walecka, Transportation Corridor Agencies, asked that the meeting minutes be forwarded ASAP even if it is in draft form.

Mr. Mitchell moved to amend the motion to have the minutes prepared by the end of next week (May 25<sup>th</sup>) and distributed to the TAC. Motion was unanimously approved.

*Per committee's request, a portion of the May 17 draft meeting minutes were distributed to the P&P TAC via email on May 24, 2007.*

#### 4.2 RTP Update Schedule and Strategy

Naresh Amatya, SCAG, discussed the RTP update timeline and major milestones. A graphic timeline was distributed for reference. The schedule identifies key efforts, proposed meetings and action dates through the release of the draft in October 2007. It also includes timeframes for the public participation and environmental review efforts. Staff requested assistance from the committee in identifying outreach opportunities. Mr. Amatya explained that the intent was to go to every COG and respective technical advisory committees at least once before the October release.

Mr. Amatya explained that the primary work with respect to the ongoing needs assessment process will be moving forward with preliminary baseline analysis. He



added that there is some urgency with the next phase which is the alternatives development. August and September were stated as being the timeframe in which the referred alternative will need to be established. Staff anticipates a maximum of two to three alternatives that will eventually require a full evaluation. Mr. Amatya reported that staff is continuing to refine the finance sections of the RTP update and is currently refining project costs information. An assessment of the funding gap and alternative funding mechanisms are to follow. Mr. Amatya added that due to time conflicts between the RTP update schedule and the new AQMP adoption schedule, staff anticipates releasing the draft RTP with emissions budgets from the draft AQMP. The hope is that by the time that we are ready to adopt the RTP, we will have an adopted SIP budget that has been adopted by the EPA.

Tarek Hatata, System Metrics, reiterated the major milestones that were discussed by Mr. Amatya. He stated that the needs assessment process is intended to lead toward developing a list of gaps or deficiencies that have not been addressed and ultimately to develop those alternatives that attempt to address those gaps. Mr. Hatata stated that the discussions regarding alternative scenarios will also involve innovative financing and other revenue sources. Growth visioning scenarios will also function as a major input in the discussions to come. Potential changes to the transportation system as a result (baseline and/or Tier 2 projects) will be vetted through the P&P TAC and will be a cooperative effort. Mr. Hatata added that the preferred alternative is expected to be developed by September. Mr. Hatata emphasized that the path to developing the preferred alternative may require more frequent meetings in the coming months and that the attendance and input from the committee members will be essential.

#### 4.3 RTP Baseline Systems Gaps / Deficiencies

Tarek Hatata, System Metrics, gave a brief update on transportation system preservation. Mr. Hatata referred to the adopted 2004 RTP goal<sup>1</sup> of preserving and ensuring a *sustainable* regional transportation system and the policy to ensure safety and adequate maintenance and efficiency of the existing transportation system<sup>2</sup>. He added that language in SAFETEA-LU also emphasizes preservation.

Mr. Hatata spoke, aided by a slide presentation on the topic<sup>3</sup>. System Metrics (consultant) has begun analyzing the state highway system in the preservation context. Mr. Hatata emphasized the urgency of preservation needs and the exponential growth in terms of costs if the preservation needs remain unaddressed.

More specifically, Mr. Hatata noted that 6.6 billion dollars would be included in the RTP for preservation and operations investments to bring the region's deteriorating system back to appropriate levels. He explained that although the recently adopted SHOPP allocates 55% of its funding to preservation needs, due to the substantial increase in recent years to construction costs, current expenditure levels are actually below what was projected in the 2004 RTP. In this sense, the gap is continuing to grow for the region in addressing our preservation needs. Mr. Hatata noted that the

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<sup>1</sup> Adopted 2004 RTP Goal #3 appears in its original text on page 79 of the 2004 RTP document.

<sup>2</sup> Adopted 2004 RTP Policy #2 appears in its original text on page 80 of the 2004 RTP document.

<sup>3</sup> [http://scag.ca.gov/rtptac/pdf/2007/tac051707\\_UpdatedTransportationSystemPreservation.pdf](http://scag.ca.gov/rtptac/pdf/2007/tac051707_UpdatedTransportationSystemPreservation.pdf)

SHOPP reaffirms this increasing gap as the state-wide need has been updated to \$42 billion from the previous \$27.9 billion.

Ty Schuiling, SANBAG, commented on the limitations to Prop 42 funds with respect to it being accessed to address preservation needs. Some general discussion followed with regard to increased construction costs in recent years and California's concrete supply shortage.

Gail Shiomoto-Lohr, OCCOG, stated that there may be a need to move Prop 42 and Prop 1B funding allocations out of the RTP finance model and treat them as an assumption to free up that money and give locals the opportunity to address their respective preservation needs for the state system. Mr. Hatata explained that staff has included the Prop 42 and 1B funding in the revenue and will be treating the preservation needs as part of the overall cost. Preservation needs for local road systems can be submitted to staff and will also be included in the cost. Annie Nam, SCAG, clarified that what was being referred to was the gas tax subvention funds for local streets and roads. She explained that the total amount for local streets and roads in the 2004 RTP was derived from the controller's report. For the current 2007 RTP update, staff has gone back and taken out the component that it believes will go toward the really localized streets and roads as opposed to the regionally significant streets and roads. The methodology involves taking, for each county, a percentage of regionally significant roads and multiplying that against the controller's totals.

Bill McCullough, System Metrics, presented an updated report on the model results. In comparing the old SCAG model used for the 2004 RTP and the new model being used for the 2007 update, he noted significant differences in total delay. The total delay for 2003 base year (new model) is almost as much as the 2030 plan delay (old model). The old model also measured about 1.2 million hours for 2000 base year while the new model resulted in 2.6 million hours for 2003 base year. Mr. McCullough also noted comparative differences between AM and PM peak delay. PM peak period is defined in the new model as 3pm to 7pm and AM peak is defined as 6am to 9am. PM peak delay includes more hours. PM peak delay is generally double in total delay but our model results show triple the delay compared to AM peak hours.

Mr. McCullough stated that the new 2003 base year model and the 2030 baseline model are now available on the web for the committee to view. His presentation showed the difference between the 2003 and the 2030 models for both freeways and arterials. These models are structured differently in that there is no longer a Top 10 list or a 33% list.

Miles Mitchell, LADOT, asked if the segments identified through the needs assessment process have direct funding implications. Mr. Hatata stated that the TAC does not determine eligibility for funding and that the purpose is to identify problem areas. County level projects will be further analyzed later in the planning process to assess how well they perform in addressing the problem areas. This will eventually inform the alternatives development process to come.

Mr. McCullough noted that additional information is now available for review on the P&P TAC webpage and includes analysis of inter-regional segments.

Ms. Shiomoto-Lohr requested that the baseline needs assessment documents be clearly identifiable as such and should be noted in the header.

Mr. McCullough requested that TAC members review the data posted on the website and provide comments as necessary. Mr. Hatata stated that the intent was to reach consensus on 2003 base year at today's meeting and 2030 baseline at the next meeting in June.

Some discussion followed regarding potential differences in baseline emissions from the previous RTP to the current update.

Naresh Amatya, SCAG, announced that the next Modeling Task Force meeting will be taking place on May 22 at SCAG, where they will be discussing the new model validation report.

#### 4.4 Goods Movement

Sarah Catz, sub-consultant to System Metrics, presented the TAC with a brief overview on goods movement existing conditions. Ms. Catz stated that the Ports of Long Beach and Los Angeles account for 87% of California's container volume, with impacts to our regional, state and federal economies. Projections indicate continued robust growth but the infrastructure is reaching full capacity. The 2003 volume of 11.8 TEUs is projected to grow to 44.7 TEUs by 2030 for the two ports combined. There is also growing concern over the environmental and community impacts on the region due to the movement of goods.

Ms. Catz referred to a number of studies that have been conducted since the 2004 RTP in terms of goods movement issues. She continued by highlighting some of the findings from previous studies as follows:

- Largest National Container Port Complex
- Fifth Largest Container Port complex in the World
- 15.7 million Twenty-Foot Equivalent Units (TEUs) of containers in 2006
- Approximately 40,000 TEUs units move every day through the ports
- Over 70% of imports through the Ports of Los Angeles and Long Beach are destined for points outside of Southern California.

Ms. Catz discussed current freight rail volumes and the significant growth in passenger rail operations. She noted that the impact on delay incurred from this growth is forecasted to increase from 30 minutes of delay in 2000 to 206 minutes of delay in 2010. The rail side delay is in addition to the substantial highway delay increases from truck traffic which is projected to increase by 110% by 2025. Ms. Catz noted that the increase is specific to freight related truck volumes.

Ty Schuiling, SANBAG, commented on the importance of the CTCs and SCAG working together to leverage an increase to Prop 1B funding to the region in addressing goods movement issues.

David Mootchnik, Southern California Commuters Forum, commented that there is also a need to address impacts to the global warming issue from the region's CO2 emissions.

Miles Mitchell, LADOT, requested that staff provide the TAC with the goods movement related proposals to be included in the AQMP. Mr. Hatata stated that staff would relay the request in light of the upcoming meeting with the CTC CEOs.



#### 4.5 Congestion Mitigation Fee

*Due to time constraints this item was postponed for a future P&P TAC meeting.*

#### 4.6 RTP Revenue Model

Annie Nam, SCAG, presented the final draft baseline revenue forecast. She noted some minor adjustments to the gas tax for local streets and roads. Staff has met with LACMTA staff and has received input on their latest financial forecast which was incorporated into the baseline revenue model. Mitigation fee revenue estimates have also been updated for Riverside and San Bernardino counties. The revenue model is projecting \$212 billion over the 30 year time frame, which is the equivalent to \$413 billion in nominal dollars. The local share account for 70% of the revenues, 19% comes from state sources and an additional 11% from federal sources.

Ms. Nam presented on a slide the county-by-county breakdown of the total revenues for the region. She stated that there have been minimal changes since the 2004 RTP. Slight changes are attributed to the increased funding available from the sales tax extension measures and mitigation fees. Prop 1B and the gas tax revenues each represent 20% of the \$41 billion in state revenues which reflects the increase in state sources since the 2004 RTP.

Ms. Nam reported that federal sources total \$24 billion. FTA formula dollars represents the largest share from this category and is consistent with the 2004 RTP. Other categories include other federal categories and the highway bridge money.

Ty Schuiling, SANBAG, suggested that TAC have a discussion on the sales tax revenues forecast with respect to some of the assumptions applied for the various counties. Mr. Schuiling expressed concern over apparent inconsistencies with the forecast. Ms. Nam stated that there are inherent difficulties with doing regional forecasts. She stated that the sales tax forecast include data from economists hired by the county commissions and others who are utilizing the UCLA Anderson forecast.

Tarek Hatata, System Metrics, stated that staff will be presenting the revenue forecast to the TCC for approval and would require consensus from the TAC. Mr. Schuiling commented that the revenue forecast being reported for San Bernardino County was the equivalent of the county's sales tax forecast. Ms. Nam clarified that the figure in question was a simple comparison between what was forecasted for the 2004 RTP and the latest projections. She added that the forecast is available on the SCAG website for further review.

Miles Mitchell, LADOT, moved to amend the motion made earlier regarding the AQMP control measures to have staff provide the TAC written definition that distinguishes a transportation measure from a TCM. Mr. Mitchell stated that Rich Macias, SCAG, had stated to him that staff would agree to sending to TAC a summary of what a transportation measure and TCM are and their implications to the RTP. The motion was seconded by Mr. Schuiling and unanimously approved.

#### 4.7 RTP Security and Emergency Preparedness

*Due to time constraints this item was postponed until the next P&P TAC meeting.*

#### 4.8 Regional Transit Needs Assessment

*Due to time constraints this item was postponed until the next P&P TAC meeting.*

#### 4.9 RHNA Appeals

Hasan Ikhata, SCAG, provided an update on the RHNA appeals and revisions process. He reported that the board granted 7,851 units through the revisions. The units in question will not be redistributed by law. The hearing board has also granted 4,736 units through the appeals which will be distributed throughout the region except for those who have accepted delegation. The units will be redistributed proportionately based on the housing need. The specific details will be posted to the SCAG website. Mr. Ikhata thanked the TAC members for their participation and stated that staff is very pleased with the outcome. The draft numbers will be presented to the CEHD on June 7 for approval. Staff anticipates that the RC will approve the final distribution on July 13 and subsequently submit to HCD for state approval.

Gail Shiimoto-Lohr asked if there was still an opportunity for jurisdictions that did not get their appeals approved to pursue the trades and transfers process and if so, what the deadline is as to when the request submittals would be due to SCAG.

Joe Carreras, SCAG, stated that he will be signing the transmittal letters for the jurisdictions who have submitted a revision request or appeal. Staff will also be forwarding the written determination and assorted supplemental materials relating to their case. Successfully appeal units may be alternatively redistributed through a trade and transfer agreement. Every community in the region as well as the Regional Council will be advised of the opportunity before the final RHNA allocation is adopted by July 12. There is a form in the appeals procedures which defines the steps needed to take in order to affect a trade and transfer. There are a number of conditions that the Regional Council would have to approve and the final allocation plan would have to be consistent with their adopted policy. Mr. Carreras added that if interested jurisdictions do not affect the trade and transfer by July 5, the state housing laws would impose much more stringent conditions and requirements related to shifting the need between cities and counties to cities and so on. Staff will also have available for public review the written determinations as of May 14.

Carla Walecka, Transportation Corridor Agencies, asked if minor adjustments in the RHNA will not impact the RTP data set. Mr. Ikhata stated that it would not.

Ms. Walecka asked when the redistribution results from the successful appeals will be available. Mr. Carreras stated that staff is currently in the process of preparing the jurisdiction level adjustment results which should be available for public review in the next few days.

#### 4.10 Standing Item

##### 4.10.1 Highways & Arterials

*There was no report.*

4.10.2 Non-motorized / TDM

*There was no report.*

**5.0 STAFF REPORT**

*There was no report.*

**6.0 ADJOURNMENT**

Chair Ty Schuiling, adjourned the meeting at 12:20 pm. The next meeting of the Plans & Programs Technical Advisory Committee will be held at SCAG's Los Angeles office on May 31, 2007.



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Plans & Programs Technical Advisory Committee (TAC)

Southern California Association of Governments

May 31, 2007

*Minutes*

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THE FOLLOWING MINUTES ARE A SUMMARY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE (TAC) MEETING. THE AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The P&P TAC held a special meeting at the SCAG Headquarters in Los Angeles. The meeting was called to order by Miles Mitchell, Vice-Chair, LADOT.

**Members Present:**

Ty Schuiling, Chair	SANBAG
Miles Mitchell, Vice-Chair	LADOT
Gerald Bare	Caltrans-District 7
Shefa Bhuiyan	Caltrans-District 8
Deborah Diep	CDR / CSU Fullerton
Kim Fuentes	South Bay Cities COG
Dana Gabbard	So. Ca. Transit Advocates
Falan Guan	LACMTA
Lori Huddleston	LACMTA
Deborah Chankin	Gateway Cities COG
Paula McHargue	LAWA
Catherine McMillan	CVAG
David Mootchnik	So. Cal. Commuters Forum
Eileen Schoetzow	LAWA
Gail Shiimoto-Lohr	Orange County COG
John Stesney	LACMTA
Jim Stewart	SCCED
Tony Van Haagen	Caltrans-District 7
Carla Walecka	Transportation Corridor Agencies
Dianna Watson	Caltrans-District 7
Greg Nord	OCTA
Stacy Alameda	LACMTA
Mike Gainor	LACMTA
David Sosa	Caltrans-District 7

**Via Conference Call:**

Dr. Paul Fagan	Caltrans-District 8
Rosa Lopez	Imperial County

**SCAG Staff:**

Naresh Amatya	Hasan Ikharta
Bob Huddy	Jonathan Nadler
Andre Darmanin	David Rubinow
Mark Butala	Alan Thompson
Shawn Kuk	Tarek Hatata, System Metrics (consultant)

## **1.0 CALL TO ORDER AND INTRODUCTIONS**

Miles Mitchell, Vice-Chair, called the meeting to order at 10:10 am. Introductions were made.

## **2.0 PUBLIC COMMENT PERIOD**

There were no public comments.

## **3.0 CONSENT CALENDAR**

There were no consent calendar items.

## **4.0 INFORMATION ITEMS**

### **4.1 Air Quality Conformity Follow-Up**

*Item 4.1 was postponed to be heard after Item 4.2 in order to accommodate Chair's delayed arrival.*

Naresh Amatya, SCAG, provided a brief summary of the meeting between SCAG's senior management and county commissions which took place prior to the TAC meeting. Mr. Amatya stated that the meeting was to coordinate the goods movement control measures that were being provided as input to the AQMP, which is scheduled to be approved tomorrow (June 1) and subsequently submitted to ARB for inclusion in the SIP. Issues having to do with the consensus process with respect to how the proposed goods movement control measures (i.e. truck lanes and high speed rail) were developed and included in the AQMP was discussed. Mr. Amatya stated that a follow-up meeting was being scheduled to be held at SCAG this afternoon at 4 pm to come up with a strategy on how to present the proposed control measures for inclusion in the AQMP. Mr. Amatya stated that staff's current strategy was to support the inclusion of the measures into the SIP only if ARB agreed to back stop these measures. Otherwise, without the back stop provision, these measures will not be supported for inclusion in the SIP. He reported that the county commissions expressed grave concerns about including these measures with any condition given the unrealistic implementation schedule, costs as well as lack of consensus among the stakeholders.

Ty Schuiling, SANBAG, commented that the county transportation commissions are all very uncomfortable with the inclusion of the control measures even with the possibility of having them back stopped. He stated that people do not believe the measures are feasible and moving forward with them may have negative impacts to the integrity of the process and the participating agencies. Mr. Schuiling stated that the meeting to be held later in the afternoon will be an opportunity to re-establish what SCAG will present as a strategy at the June 1 AQMD board meeting.

Miles Mitchell, LADOT, asked if ARB has agreed to back stop the control measures. Rich Macias, SCAG, stated that they have not.

Mr. Schuiling stated that the placement of these control measures in Appendix 4C (AQMP) was said by SCAG management to be in essence a leveraging tactic to get the

ARB to do more than they have thus far in addressing the region's air quality issues. Mr. Schuiling stated that he did not agree with the use of this tactic.

Some discussion followed as to the potential consequences of the control measures not being back stopped and what it would mean for the region and air quality conformity requirements. There was an explanation that a back stop would remove 22 tons (PM<sub>2.5</sub>) from the emissions budget prior to the RTP's conformity determination. Mr. Schuiling also raised the issue of the potential for the implementing agencies (county commissions) to be perceived as failing to deliver measures that they have not agreed to deliver in the first place.

A TAC member asked whether the increased scrutiny in terms of how the federal regulatory agencies assess the RTP's financial constraint requirement bears weight on the business plan for the proposed control measures. Tarek Hatata, System Metrics, replied that staff has not arrived at that level of analysis at this time but have already made significant improvements to what was presented in the 2004 RTP. Mr. Hatata reminded everyone that both the truck lanes and maglev proposals were included in the 2004 RTP.

Hasan Ikhrata, SCAG, addressed the financial constraint question by stating that staff is working to include a more reasonable description of the finances in the 2008 RTP. Contrary to the maglev component that was proposed in the 2004 RTP, maglev will be limited to the IOS (Initial Operating System) from West Los Angeles to Ontario. In terms of the truck lanes, studies developed through the Multi-County Goods Movement Task Force have identified some sources of tolls which would not be enough to finance the truck lanes. Other sources will have to be explored, e.g. container fees or other public funds. The extent of privately finance projects will be much more limited in the 2008 RTP.

Mr. Ikhrata addressed the 2014 attainment deadline for PM<sub>2.5</sub>. He stated that SCAG had not included the region's stakeholders and the public in the development of the control measures to the full extent possible. To provide an opportunity for the necessary discussions to take place, Mr. Ikhrata stated that he believed a request for a continuance would be appropriate. The action that is scheduled to take place at the AQMD board meeting on June 1 would be subject to that consultation taking place with a recommendation that is developed in consensus. Mr. Ikhrata added that through the continuance, there would be additional opportunities to refine the strategies before moving forward.

Mr. Mitchell asked about the potential NO<sub>x</sub> reductions that can be gained through maglev (freight use) versus the electrification of the existing rail system. Mr. Ikhrata stated that this analysis has not been done but a simple calculation would involve the baseline emissions from locomotives and the baseline emissions from freight for the entire South Coast Air Basin.

Mr. Mitchell commented that this analysis would be informative as it seems that electrifying rail may be much cheaper and more feasible than a maglev alternative. Mr. Ikhrata stated that the AQMP control measures proposed are technology neutral and not restricted to maglev. A brief explanation of the electrification process followed.

#### 4.2 RTP Performance Measures / Needs Assessment / Alternatives Development

Tarek Hatata, System Metrics, provided members with a presentation focused on overall performance indicators, measures, objectives and Base Year results. Mr. Hatata stated that from the previous meeting he has received feedback from Mr. Mootchnik who suggested that a segment be reassessed for congestion, projects, so forth. Mr. Hatata went on to say that this suggestion will be considered once the 2035 Base Line results become available. Any additional comments are welcome and will be incorporated. Gail Shiomoto-Loehr, OCCOG, asked if arterial data would still be welcomed. Mr. Hatata added that the arterial data is difficult to compare link to link. However, if there is an area that is known to be extremely congested and is not reflected in the list, then please forward your comments.

Mr. Hatata continued with a review of the performance indicators that were used in the 2004 RTP (mobility, accessibility, reliability, safety, cost effectiveness, etc.). He explained that there were specific measures for each indicator. Mr. Hatata noted that the expression of improvements or benefits gained through the RTP is actually a comparison to a no build scenario, or a scenario which does not assume any of the planned RTP improvements. TAC members expressed some concern with this description of benefit and requested that it should be noted clearly in the RTP document.

Mr. Hatata stated that SCAG is now including productivity as an indicator. Much of the impetus comes from the recent CMIA funding allocations which were partly based on a cost/benefit assessment. All the corridors that received CMIA funding are now required to develop a Corridor Management Plan (CMP) which focuses on productivity. Other indicators that are proposed for the RTP include sustainability, which asks how much money we need to spend in order to maintain current conditions (congestion, pavement, etc.), and preservation which refers to how well we are keeping the condition of our pavement and our transit systems.

The outcomes of these measures compared the 2030 Plan to 2030 Base Line. Some of the outcomes (e.g. delay per capita) required a comparison to 2000 Base Year. For the 2007 RTP, some outcomes will be refined due to improvements to the model. Mr. Hatata highlighted some results from the new model. The 2003 Base Year average daily speed was 35 mph and our new model shows that this is lower than what was projected for 2030 in the 2004 RTP. The 2003 Base Year total delay is 2.6 million hours which is significantly higher than 2000 and about 20% lower than what was projected for 2030 in the 2004 RTP. Base Year delay per capita is 9 minutes which is higher than what was projected for 2030 in the 2004 RTP. Accessibility is not available at the moment but is anticipated to be lower than what was projected in the 2004 RTP because travel time will be higher.

Mr. Hatata continued with a brief discussion of the variability of travel times and the use of standard deviations. The 2004 RTP Technical Appendix documents the details of these methodologies. More comparisons and differences between indicators and measures from the 2004 and current RTP modeling results were presented.

Miles Mitchell, LADOT, asked whether the needs assessment and alternatives development discussions will be taking place at a later date. Mr. Hatata stated that due to some delays with modeling results for the 2035 baseline, staff had decided to use this time to refocus on the RTP performance measures as it is an area which also needs to



be discussed before we can move forward with the alternatives development discussions.

Mr. Hatata continued with reviews of the productivity and preservation performance measures. Productivity was defined as lost lane miles due to bottle necks/congestion. The 2004 RTP included \$6.6 billion in operations and pavement improvements. The productivity measure has been updated for the 2008 RTP with significant increases (equivalent lane miles lost) in the AM and a slight increase during the PM peak period. In terms of preservation needs, Mr. Hatata stated that the region would need to spend about \$300 million more per year compared to what is identified in current budgets to maintain current conditions. Mr. Shiomoto-Lohr requested a percentage based explanation to describe additionally needed funding. Mr. Hatata stated that this was possible.

Mr. Hatata then discussed the pending alternatives analysis/development process. He stated that staff will be defining the region's projects in terms of Baseline, Tier 2, and Plan<sup>1</sup> projects. Each of these tiers will be assessed against RTP conformity requirements and desired performance results. Mr. Hatata stated that, with the current group of identified projects, staff has some reservations about our ability to demonstrate air quality attainment. He added that this could lead to adding projects to the Plan (as opposed to eliminating projects). Adding projects would also require identifying the appropriate funding sources in recognition of the fact that all of the current funding is already committed. Mr. Hatata noted that according to preliminary estimates, the total cost for all the baseline and Tier 2 projects amounts to \$20 billion more than what is available on the funding/revenue side due to the fact that some of the projects are not fully funded in the long range plans. Staff anticipates that this will eventually develop as the "core plan" from which subsequent alternatives would be developed to address the air quality conformity and financial constraint requirements. In addition, SCAG's growth visioning and COMPASS 2% efforts will also play a significant role in the way the RTP alternatives develop. The intent moving forward is to try and integrate the transportation alternatives with the land use scenarios to the extent possible in order to demonstrate the most benefit in the eventual preferred alternative. Mr. Hatata stated that all of the data will be presented to the TAC to be reviewed and discussed for further recommendations.

David Mootchnik, Southern California Commuters Forum, asked if improved technology (e.g. ethanol, hydrogen, electric vehicles, etc.) would be incorporated into the alternatives. Mr. Hatata stated that several interim analyses are required with respect to air quality conformity. 2014, 2029, and 2033 represent attainment deadlines established by the EPA for various emissions categories. He added that the ARB models are best equipped to forecast mobile emissions by class and by vehicle type. Mr. Mootchnik requested a short explanation by staff at the next TAC meeting. Mr. Hatata suggested that Jonathan Nadler, SCAG, may be able to provide a brief overview.

Gail Shiomoto-Lohr asked if the TAC would be involved in identifying the incremental projects to be added with regard to addressing the conformity requirements. Mr. Hatata stated that staff intends to solicit feedback and/or input from the TAC regarding proposed projects under consideration prior to modeling them for the sensitivity analysis. Considering the constraints to the current RTP update schedule however, the

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<sup>1</sup> See attached Project Framework table (2004 RTP Appendix I) for a more detailed explanation.

discussion will not be on a project by project basis unless the project being considered is a “big ticket” item (e.g. maglev, truck lanes). Minor operational improvements and the like with minimal impacts to financial considerations will be presented after they are modeled.

#### 4.3 Congestion Mitigation Fee

*Due to time constraints this item was postponed for a future P&P TAC meeting.*

#### 4.4 RTP Security and Emergency Preparedness

Alan Thompson, SCAG, provided a brief overview of the RTP Security and Emergency Preparedness component. Mr. Thompson differentiated safety and security stating that *safety is the protection of persons and property from unintentional damage or destruction caused by accidental or natural events* while *security is the protection of persons or property from intentional damage or destruction caused by vandalism, criminal activity or terrorist attacks*. He went on to list emergency events impacting transportation agencies that can be naturally occurring and those that are caused by people. Naturally occurring emergency events can be droughts, dust, earthquakes, electrical storms, and human causes of emergency events are disruption of supply sources, fire, fraud, labor disputes, bomb threats, vandalism, etc. Mr. Thompson further categorized human causes as intentional and unintended human causes. He added that when a disaster occurs there is often a cascading effect on the infrastructure, transportation, electrical, telephone, water, and fuel supplies.

In terms of safety and security for the region, Mr. Thompson stated that there are a number of agencies that have federal, state, or locally mandated responses to prepare for and respond to emergencies within the region. The question that he raised was in relation to SCAG and how we would incorporate security into its transportation planning process so that it does not duplicate or hinder the efforts of other agencies mandated to address these provisions. Mr. Thompson made reference to a study done at the University of North Carolina that looked at what could be a potential role for an MPO. This included prevention, response/mitigation, monitoring, recovery, investigation, and institutional learning.

Mr. Thompson went on to discuss the proposed RTP policy which would be to ensure transportation safety, security, and reliability for all people and goods in the region. He discussed the potential goals/policies as well as potential actions that have also been developed.

#### 4.5 Transportation System Safety

Alan Thompson, SCAG, mentioned that the California Strategic Highway Safety Plan and SCAG participate on the implementation committee and in a number of challenge areas. A question that was raised at a previous committee meeting was that many of the MPOs and local jurisdictions in California are not aware of the requirements for consistency with the state’s strategic safety plan. Mr. Thompson stated that copy of this plan is included in the P&P TAC agenda. He requested that the TAC review the

strategic safety plan requirements and relay the message to their colleagues as it is something that must be done as part of the 2008 RTP.

#### 4.6 Regional Transit Needs Assessment

André Darmanin, SCAG, presented members with the analysis of the SCAG region's current transit network. His presentation included an update on transit projects, maps of base line transit projects, a transit system analysis based on performance indicators, and transit service design guidelines.

Mr. Darmanin presented several maps illustrating the current transit network within the region. The initial maps identified Phases 1 and 2 of the MTA's Expo line, the extension of the Gold and Green lines, the Rapid bus network for all counties and additional or extensions of Rapid lines including the E Express for San Bernardino County. Metrolink networks were also presented which included the light rail type service in Redlands, the Perris Valley extension going into Riverside County and a final slide which depicted the rail network for the entire SCAG region. Mr. Darmanin went on to note several transit tidbits as follows:

- 640 fixed bus routes in the region
- 47 local bus operators
- 13% increase in ridership since 1990
- 20% increase in ridership since 2000 (this number has increased due to the strike in 2004)

There was some confusion regarding the increase in ridership since 1990 and 2000. Mr. Darmanin stated that the data was based on the 2005 national Transit Database. Mr. Amatya added that there was a significant increase in transit ridership during the 1980s, peaking in the early 1990s, followed by a drop in ridership during the 1990s. Ridership has thereafter increased since 2000.

Rosa Lopez, IVAG, asked if the Imperial Valley Transit was included in the data set and if it would be included in the RTP needs assessment process. Mr. Darmanin stated that Imperial Valley was not included in these figures due to the minimal impact that their data would have on the values but that staff would include figures for Imperial Valley moving forward.

David Mootchnik, Southern California Commuters Forum, asked if the 13% and 20% figures refer to bus transit or bus and rail combined and requested that numbers be provided for each of the bus and transit categories. Mr. Darmanin stated that the numbers were for bus and rail combined and that staff would provide more detailed numbers at a later date.

Mr. Darmanin discussed the next steps and stated that one of the policy recommendations would be to have the transit operators establish a set of transit service guidelines. This is something that is interchange with transit service standards and would serve in coordinating services, benchmarking, including local input and would also integrate with the Compass 2% Strategy. Mr. Darmanin went on to discuss the guideline contents with a focus on system design. What would be derived from these results would be the development of improved bus routes and bus design standards. The purpose of the guidelines is to have a transit system which operates with a business

plan to efficiently and effectively coordinate services and to ensure that resources are allocated in a way to meet desired goals while supporting land use.

A TAC member asked if SCAG has included in its work plan a project to establish some kind of a universal, region-wide system whereby you pay your fare and can conveniently transfer from one operator to another. Mr. Darmanin stated that this was part of the ITS technology strategy but that SCAG will not be mandating agencies and would only be suggesting the approach. A brief discussion of a potential region-wide system followed, after which Mr. Amatya added that this would be something what would need to go through the proper vetting process and there are many issues that need to be resolved beforehand.

#### 4.7 Standing Item

##### 4.7.1 Growth Forecast

Frank Wen, SCAG, briefed members on the status of the 2007 Integrated Growth Forecast for the RTP and the RHNA appeals and revisions/transfers process. The RHNA portion of the growth forecasting work was completed over this past month with the board's decision on revisions to be presented to the CEHD next week. The final RHNA allocations are anticipated for adoption by the Regional Council on July 12. The growth visioning components of the RTP have been updated based on the new county and regional controls. This update also includes input received from the implementation of the COMPASS demonstration projects. Mr. Wen stated that there are about forty to forty-five demonstration projects and workshop test scenarios that are being refined by SCAG consultants. These scenarios reflect the local growth perspective. Mr. Wen stated that staff will be conducting workshops in the coming weeks along with the consultants seeking input on the growth scenarios being developed.

Miles Mitchell, LADOT, requested a brief explanation regarding the forecast as it relates to COMPASS. Mr. Wen stated that staff has developed the base line for 2030 and will extend the data set to 2035. He stated that the base line incorporates all of the local input that has been received over the previous months, primarily with regard to the integrated growth forecasting process. Additionally, COMPASS staff is working with transportation planning and growth visioning staff to define growth alternatives from the land use perspective and to update or refine the growth scenarios that were adopted in the 2004 RTP.

Mark Butala, SCAG, added that as a follow up to the 15 sub-regional workshops held in the winter and earlier this year, staff will hold three additional follow-up workshops with the local governments and the public to see if staff has captured their input. Mr. Butala stated that staff is very close to scheduling these workshops which will be held in conjunction with RTP staff to also allow review of the infrastructure proposals in an integrated approach. The workshops are presently scheduled to take place sometime in mid-July.

Mr. Butala stated that the input that was received from the previous workshops will be used to update the 2% Strategy opportunity areas and will be reflected on the maps that were created for those workshops. Both of these items will be available via the COMPASS website prior to the workshop so that local

governments can review the input. Before and after images will also be available in order to clearly represent the changes.

Ms. Shimoto-Lohr asked if the before and after data would be available at the census tract level. Mr. Butala stated that there will be development type maps that will be scaled down to five meter cells on a grid and can be aggregated to any geographic level. A static map will be presented at the workshops however the shape files need to be requested from staff.

Ms. Diep asked who would be invited to the joint workshops considering that there are only three workshops being held for the six counties. She asked if the workshops would be doubled up. Mr. Butala stated that the matter remains under consideration and staff is currently looking at other funding sources to possibly host more workshops.

#### 4.7.2 Highways & Arterials

*No report.*

#### 4.7.3 Non-motorized / TDM

*No report.*

### 5.0 STAFF REPORT

*There was no staff report.*

### 6.0 ADJOURNMENT

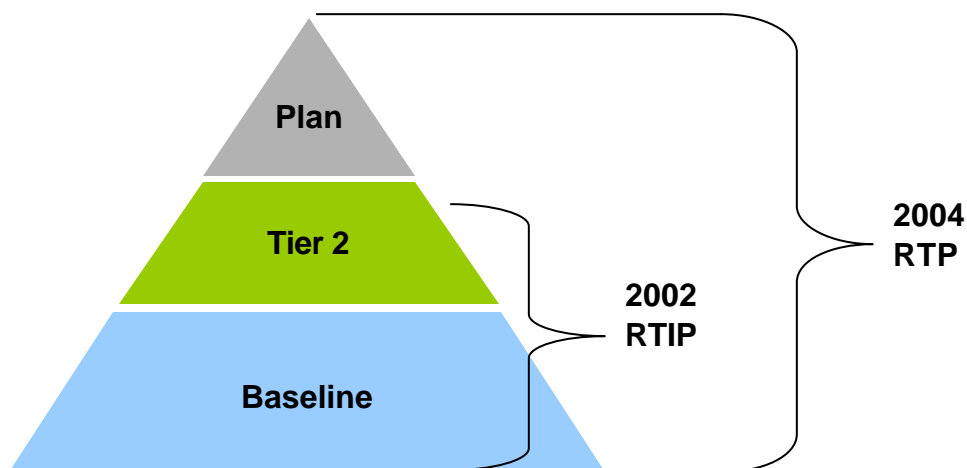
Chair Ty Schuiling, adjourned the meeting at 12:15 pm. The next meeting of the Plans & Programs Technical Advisory Committee will be held at SCAG's Los Angeles office on Thursday, June 21, 2007.

## Table of Contents

The RTP is comprised of three parts: Baseline, Tier 2, and Plan. The Unconstrained projects are provided as information only, and are not part of the financially constrained RTP.

Category	Description	Page
<b>Baseline</b>	Projects programmed in the adopted 2002 Regional Transportation Improvement Program (RTIP) that are currently under construction or undergoing right-of-way acquisition, come from the first year of the RTIP or previous RTP, or have completed the National Environmental Policy Act (NEPA) process by December 2002. Projects are listed by county and by type (State Highways, Local Highways, Transit).	I - 2
<b>Tier 2</b>	The remaining projects programmed in the 2002 RTIP that are not included in the Baseline, and additional non-RTIP projects committed through other programming or budget documents. Projects are listed by county and by type (State Highways, Local Highways, Transit).	I - 97
<b>Plan</b>	Projects above and beyond Baseline and Tier 2. Projects are listed by county.	I - 161
	<ul style="list-style-type: none"> <li>• Major Plan projects in 5-year increments.</li> <li>• Arterial Projects subject to constrained funding amounts.</li> <li>• Grade Crossing Projects subject to constrained funding amounts.</li> <li>• ITS Projects subject to constrained funding amounts.</li> </ul>	I - 175 I - 180 I - 214 I - 221
<b>Unconstrained</b>	Projects above and beyond the RTP. These projects are not part of the financially constrained RTP, but represent identified needs that could be funded if additional revenues were available.	I - 235

Figure I.1 – Generalized Project Framework



# MEMO

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**Date:** June 21, 2007  
**To:** Plans and Programs Technical Advisory Committee (TAC)  
**From:** Yu-Ying Chu, System Metrics Group, Inc.  
213-382-0626, Yuying\_Chu@sysmetgroup.com  
**Subject:** SCAG Regional Activities Relevant to RTP Development

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The following tables present a summary of the SCAG Regional Council as well as SCAG committees, sub-committees, advisory committees, and task forces relevant to the development of the RTP.

The table has three columns. The first column identifies the task force or committee. If available, a related website is provided. This column also gives the SCAG contact person for that committee.

The second column is a brief overview of the task force activities from the last meeting for which minutes are available. Note that this is only a brief paraphrasing of the minutes provided by System Metrics Group, Inc. It does not represent the entirety of the minutes from that meeting. Many routine items are not mentioned in this overview (e.g., Approval of prior meeting minutes, list of attendees). If an item is of interest to any member of this TAC, SCAG staff will be pleased to provide a copy of the minutes.

The third column lists the proposed agenda items for the next task force meeting. It also includes the proposed date, time, and location of the next meeting.



## SCAG 2007 PLANS & PROGRAMS TAC Task Force Activity Updates

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Transportation and Communications Committee (TCC)</b></p> <p>Website &amp; Meeting Minutes/Agendas:  <a href="http://www.scag.ca.gov/committees/tcc.htm">http://www.scag.ca.gov/committees/tcc.htm</a></p> <p>SCAG Contacts: Naresh Amatya  Cathy Alvarado  Contact Emails: <a href="mailto:amatya@scag.ca.gov">amatya@scag.ca.gov</a>  <a href="mailto:alvarado@scag.ca.gov">alvarado@scag.ca.gov</a>  Contact Phone: (213) 236-1885  (213) 236-1896</p>	<p><b>April 5, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>Administrative Amendment to the 2006 RTIP per SAFETEA-LU</b>  Rosemary Ayala, SCAG, briefed the Committee on the Administrative Amendment to the 2006 RTIP. A draft version of the amendment was presented a month earlier to the TCC and it was approved and released for a 30-day public comment period. There were no public comments received during the comment period. FHWA indicated on April 4<sup>th</sup> that comments would be transmitted to SCAG. Staff does not anticipate any issues that cannot be addressed. SCAG reaffirms the validity of the current 2006 RTIP Transportation Conformity since the Amendment does not propose any changes to the scope, cost, or delivery schedule for any of the projects or programs in the currently approved 2006 RTIP.  <i>Recommended Action:</i> Recommend the Regional Council adopt Resolution No. 07-486-1 to approve the proposed Administrative Amendment to the 2006 RTIP.</p> <p><b>Proposed Amendment to the 2004 RTP</b>  Naresh Amatya, SCAG, stated that staff is currently working on an amendment to the 2004 RTP to ensure consistency with the Congestion Management Improvement Account (CMIA) program that was adopted by the CTC on February 28. Most of the projects nominated in the CMIA came from the RTP, however, a few projects require an amendment to the RTP so the projects can move forward to meet deadlines. The amendment is not believed to significantly change the existing RTP. A conformity analysis will be conducted and fiscal impact and environmental issues will be addressed during the next two weeks. Staff hopes to amend this plan based on the old transportation statute, TEA-21, to move forward with the projects. The current RTP is not consistent with the SAFETEA-LU. Staff anticipates the amendment can be completed by July 1, 2007 based on the old statute. Staff requests that the item be released for a 30-day public review. After the review of</p>	<p>June 7, 2007, 10:30am – 11:30am  Lake Arrowhead Resort &amp; Spa</p> <p><u>ACTION ITEMS</u>  <b>Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8 (Resolution No. 07-488-1)</b>  Brief report associated with the Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8.  <i>Recommended Action:</i> Recommend the TCC approve Resolution No. 07-488-1 approval Final Amendment No. 3 to the 2004 RTP and Final Amendment No. 8 to the 2006 RTIP.</p> <p><u>INFORMATION ITEMS</u>  <b>2007/2008 RTP Baseline Revenue Forecast</b>  Staff will provide a brief overview of the 2006/2007 RTP Baseline Revenue Forecast.</p>



Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>the comments, staff will then hold a special meeting of the Executive Committee to adopt the amendment so it can be forwarded to the federal agencies before June 1<sup>st</sup>. Staff anticipates getting a list of projects to the Committee in a few days.</p> <p><i>Recommended Action:</i> Request to have the Executive Committee release the draft amendment for a 30-day public comment period.</p> <p><b>Highgrove Metrolink Station Feasibility</b>  Hasan Ikhara, SCAG, stated that SCAG would be doing a study that reflects whether or not there was justification for a station at this time. If there is potential redevelopment and/or development in the future, SCAG would also look into it. The cost of the study is staff time and should take approximately 2 months to complete.</p> <p>Committee members noted that there are other locations in the area that can be used for stations for a lot less cost than the Highgrove property.</p> <p><i>Recommended Action:</i> Authorize staff to refrain from conducting an analysis of the Metrolink Station in the Highgrove area.</p> <p><u>INFORMATION ITEMS</u>  <b>Status of Metro's 2006 Long Range Transportation Plan</b>  Brad McAllester, Metro, stated that the Long Range Transportation Plan (LRTP) was about half way completed. The last LRTP was in 2001 and therefore needs to be updated. The portion of the plan called the Constrained Plan is funded while the Strategic Plan is not funded. The Strategic Plan could compete for money in things like the Bond Initiative. The LRTP process was started in early 2006. The board adopted performance measures that have been used in developing the plan. Preliminary analysis was done to look at financial capacity and a set of projects. The highway and transit side was evaluated and could be added to the plan. An update of the financial forecast was provided to the Metro Board. There is an anticipated \$6.3 billion available for new projects in the next 25 years. A draft plan for public review will be developed in the summer and go to Metro's Board in the fall for adoption of the final plan.</p>	

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p><b>State Goods Movement Action Plan</b>  Richard Nordahl, Caltrans, gave an overview of the State Goods Movement Action Plan and focused on what the plan means to SCAG in terms of involvement in securing funds out of the Goods Movement Action Plan and out of the Trade Quarter Improvement Fund. The plan is a response to growth at ports and in terms of the region and congestion across the state. Forecast show a very significant growth in domestic and international trade traffic.</p>	
<p><b>Aviation Technical Advisory Committee (ATAC)</b></p> <p>Website:  <a href="http://www.scag.ca.gov/aviation">http://www.scag.ca.gov/aviation</a></p> <p>SCAG Contact: Mike Armstrong  Contact Email: <a href="mailto:armstron@scag.ca.gov">armstron@scag.ca.gov</a>  Contact Phone: (213) 236-1914</p>	<p><b>October 12, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING AND AGENDA NOT AVAILABLE</p>
<p><b>Regional Modeling Task Force</b></p> <p>Website: <a href="http://www.scag.ca.gov/modeling/mtf/">http://www.scag.ca.gov/modeling/mtf/</a></p> <p>SCAG Contact: Hsi-Hwa Hu  Contact Email: <a href="mailto:hu@scag.ca.gov">hu@scag.ca.gov</a>  Contact Phone: (213) 236-1834</p>	<p><b>March 28, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>HPMS Update</b>  Wesley Hong, Senior Regional Planner of SCAG Data and Monitoring Division, presented the current update of the HPMS project. SCAG held two HPMS workshops in March to assist Caltrans in collecting HPMS data from local jurisdictions. Approximately 50 local staff attended the workshops. Mr. Hong stated that FHWA is proposing three major changes on HPMS data. The first change is the structure of the HPMS database. The second change is in data items. The third change is data quality control and process improvement. Mr. Hong also stated that SCAG would like to receive any input and suggestion from the Task Force. This project began last September and it is expected that a draft report will be ready in April.</p>	<p>July 25, 2007, 9:30am – 12:30pm  SCAG Offices</p> <p>MEETING AGENDA NOT AVAILABLE</p> <p>May 22, 2007, 9:30am – 11:30am  SCAG Offices, Riverside A</p> <p><u>INFORMATION ITEMS</u>  <b>Activity-Based Travel Demand Model</b></p> <p><b>Travel Demand Model Validation Report</b></p> <p><b>Review of Qualitative PM Hot Spot Analysis</b></p> <p><b>Review of PM Hot Spot Interagency Review</b></p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p><b>Development of Activity Based Travel Demand Model</b> Kostas Goulias of UC Santa Barbara presented his work on the activity-based travel demand model feasibility study project. Mr. Goulias presented the following: overview of the models, nested logit type of models, synthetic schedule models, common components, and possible SCAG directions.</p> <p><b>Status of SCAG Model Development</b> Guoxiong Huang, SCAG, provided an update on the SCAG new model development. Mr. Huang mentioned that SCAG modeling staff has made a lot of improvements and resolved many challenges since last presentation in January 2007. Those improvements include updating freeway and transit network, resolving inconsistency issues of socio-economic input data, improving mode choice model, and updating truck component.</p> <p>The new model will be completed within a couple of weeks. To those agencies that requested to test the model, SCAG will distribute the 2003 base year model, and Caliper Corporation will send out the new TransCAD diskette.</p> <p>Deng Bang Lee added that SCAG is preparing a model validation report and working with a consultant in preparing a peer review meeting. In addition, SCAG is working with Caliper to arrange TransCAD training at SCAG.</p> <p><b>Heavy-Duty Truck Model Development</b> Mike Ainsworth, SCAG, gave a brief overview to truck model development. There are two parts of updating the existing truck model – a new truck travel survey and recalibrate truck model with the survey data.</p> <p>Truck survey responses were well below what was expected (only 200 out of 13,000 firms contacted). Mr. Ainsworth said that the consultant will target some of the big companies.</p>	<p><b>Forms</b></p> <p><b>I-15 Truck Climbing Lane Project</b></p> <p><b>South Coast CO Redesignation</b></p> <p><b>RTP Update</b></p> <p><b>RTIP Update</b></p> <p><b>AQMP Update</b></p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Transportation Finance Task Force</b></p> <p>Website:  <a href="http://www.scag.ca.gov/transportation%2Dfinance/tfft.htm">http://www.scag.ca.gov/transportation%2Dfinance/tfft.htm</a></p> <p>SCAG Contacts:  Annie Nam  Joseph Alcock  Contact Emails:  <a href="mailto:nam@scag.ca.gov">nam@scag.ca.gov</a>  <a href="mailto:alcock@scag.ca.gov">alcock@scag.ca.gov</a>  Contact Phones:  (213) 236-1827  (213) 236-1848</p>	<p><b>June 14, 2006</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>NEXT MEETING CANCELLED UNTIL FURTHER NOTICE</p>
<p><b>MagLev Task Force</b></p> <p>Websites:  <a href="http://www.scag.ca.gov/maglev.htm">www.scag.ca.gov/maglev.htm</a>  <a href="http://www.calmaglev.org">www.calmaglev.org</a></p> <p>SCAG Contact: Richard Marcus  Contact Email: <a href="mailto:marcus@scag.ca.gov">marcus@scag.ca.gov</a>  Contact Phone: (213) 236-1819</p>	<p><b>April 12, 2007</b></p> <p><u>INFORMATION ITEMS</u>  <b>Initial Operating Segment JPA</b>  Hon Grieg Smith updated the task force on a meeting that took place last month between representatives of the City of Ontario, City of Los Angeles, SCAG, and SANDAG to discuss the details of the Joint Powers Authority (JPA) agreement. Representatives from the City of West Covina were unable to participate. An agreement was reached on the general terms of the JPA with a final draft to be available for review and distribution sometime next week. Comments, changes, and approvals are expected to be received early in the month and finalization is expected by June 2007.</p> <p><b>LAX-South Corridor</b>  Frank Sherkow, Southstar Engineering, provided members with a presentation on the corridors studied by SCAG during the initial Maglev phases of work. Initially, a variety of options were looked at coming out of the LAX area and going into Orange County. These alignments would serve</p>	<p>August 9, 2007  SCAG Main Office</p> <p>MEETING AGENDA NOT AVAILABLE</p> <p>June 14 and July 12 Meetings Cancelled</p>

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>the following roles: airport connector which concentrated on linking three airports, activity center connector which included the Anaheim resort community and multi-modal connector which focused on integrating the system with other transit and train systems in the metro area.</p> <p>Focus points on the southern alignment are: best overall performance with least competition from Orange Line, Metrolink, and others; high number of stations with development potential, fewer environmental impacts, and best fulfills role of airport connector. Hon Bates, City of La Habra Heights added that the system should include a fifth and equally important role which would have a positive impact in relieving traffic congestion for commuters along the 405 freeway. Mr. Sherkow presented members with an overview of the four alignment options. The option that was recommended by the task force and the regional council allowed for connections at the City of Anaheim and the Irvine Transportation Center. Some challenges that may impact the LAX-South Corridor were discussed. The item concluded with a brief discussion of mode choice technology.</p> <p><b>Construction Challenges of a Maglev/High-Speed Rail System</b>  David Billow, Portland Cement Association, presented the task force with background history of the organization and the California Concrete Industry. He reported on the various concrete quantity requirements for construction of the Maglev IOS over a four-year period.</p> <p>Mr. Billow's presentation used the Washington, D.C. Metro Shared Corridor as an example to demonstrate the methods of segmented girder construction and prestressed girder erection. He also provided examples of concrete bridges in the United States, Canada, and Germany.</p> <p><b>Transrapid Update</b>  Reed Tanger, Transrapid International-USA, Inc. presented an update on Transrapid's projects in Shanghai, China and Munich, Germany. Mr. Tanger provided members with background information on the Shanghai and Munich</p>	

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>Maglev systems. Both of these projects focus around airport connections.</p>	
<p><b>Aviation Task Force</b></p> <p>Website:  <a href="http://www.scag.ca.gov/aviation">www.scag.ca.gov/aviation</a></p> <p>SCAG Contact: Mike Armstrong  Contact Email: <a href="mailto:armstron@scag.ca.gov">armstron@scag.ca.gov</a>  Contact Phone: (213) 236-1914  Or Alan Thompson  Contact Email: <a href="mailto:Thompson@scag.ca.gov">Thompson@scag.ca.gov</a>  Contact Phone: (213) 236-1940</p>	<p><b>February 8, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>Approve SCAG Comments to the Southern California Regional Airport Authority (SCRAA) on Proposed Revisions to Joint Powers Agreement</b>  Mike Armstrong, SCAG, briefed the committee on the comments proposed by SCAG to the SCRAA on the proposed revisions to the Joint Powers Agreement.</p> <p>Dr. Erie's recommendations are in support of the following:</p> <ul style="list-style-type: none"> <li>- Eliminate SCRAA's proprietary powers including eminent domain to operate airports.</li> <li>- Include a caveat that ground access planning or prioritization should be added to SCRAA's powers.</li> <li>- Preparing a Regional Aviation Plan – Clarify bullet point to note that SCAG has primary responsibility for preparing a Regional Aviation Plan and Ground Access Plan and SCRAA should work cooperatively with SCAG to help prepare and implement a Regional Aviation Plan rather than doing their own which may contradict what SCAG does.</li> <li>- Membership of governments – Option 2 and Option 4 have been recommended with caveat that in terms of expanding voting membership, the existing County Model should be preserved but extended also to San Diego and Ventura Counties as additional voting members.</li> <li>- Voting requirements – a unanimous vote should only be required for adding new voting members and changing the joint powers agreement, otherwise, it shouldn't be needed.</li> </ul> <p>The Committee members held discussions on the recommendations above.  <i>Recommended Action:</i> Motion was made that if the structured MOU is not adopted, the recommended membership would consist of Option #4, which would allow</p>	<p>April 10, 2007, 10:00am – 12:00pm  SCAG Offices, San Bernardino</p> <p><u>ACTION ITEMS</u>  Recommend that the SCAG Aviation Task Force and the ATAC serve as advisory Committees to the SCRAA.</p> <p><u>INFORMATION ITEMS</u>  <b>Status Report on LAX, Ontario and Palmdale Airports</b></p> <p><b>Results of 2035 Regional Aviation Demand Modeling for Constrained and Preferred Scenarios</b></p> <p><b>Regional Aviation Policies for 2008 RTP</b></p> <p><b>Update on Southern California Regional Airport Authority</b></p>

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>for a voting member for each airport operator (JPA or sponsoring agency), each commercial airport operator, and any host entity which does not actually operate the airport. In addition, add the non-voting members to a standing committee, a hybrid of Option #2 and Option #4. Motion approved.</p> <p><b>INFORMATION ITEMS</b></p> <p><b>Regional Airport Management Implementation Study – Final Report</b></p> <p>Professor Steven Erie, UCSD, stated that the Regional Airport Management Implementation Study was now completed. There has been dramatic shift in the policy focus of aviation debates in Southern California which has shifted from finding new capacity to better utilization of existing capacity at underutilized suburban airports. The 2004 RTP recommends strategies for decentralizing passenger and air cargo service from congested urban airports to underutilized suburban airports. The recommendation in the RTP was implementation of new governance or management structures to run the decentralization process. The 2004 RTP also recommended a new regional airport consortium. The Regional Airport Management Implementation Study is a phase-two study following recommendations of the 2004 RTP. Four major findings of the study are:</p> <ul style="list-style-type: none"> <li>- There is broad support among a diverse array of stakeholders for efforts to strengthen coordination. An alternative airport consortium should only be considered if SCRAA falters.</li> <li>- Redefining SCRAA's mission must be a top priority. It must address air capacity, better utilization of existing space, ground access, and funding.</li> <li>- There is a broad concern about SCRAA's proprietary powers. Stakeholders show strong support for getting rid of the proprietary powers.</li> <li>- SCRAA's membership must be more inclusive to reflect its new mission. This means including other counties such as San Diego as well as federal and state transportation aviation agencies. Airport operators and effected communities must also have a voice.</li> </ul>	

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>Recommendations were provided regarding the reconstitution of the SCRAA.</p> <p><b>Aviation Chapter for 2008 Regional Transportation Plan</b> Mike Armstrong, SCAG, stated that for every major transportation mode there would be a separate chapter in the 2008 RTP. All the information on Aviation will be located in one chapter. Each commercial airport and the entire aviation system will be profiled.</p>	
<p><b>Goods Movement Advisory Committee (GMAC)</b></p> <p>Website: <a href="http://www.scag.ca.gov/goodsmove/">www.scag.ca.gov/goodsmove/</a></p> <p>SCAG Contact: Rich Macias Contact Email: <a href="mailto:macias@scag.ca.gov">macias@scag.ca.gov</a> Contact Phone: (213) 236-1805</p>	<p><b>March 21, 2007</b></p> <p><u>INFORMATION ITEMS</u></p> <p><b>Multi-County Goods Movement Action Plan Update</b> Michelle Smith, Metro, stated that Metro and the project partners were reviewing a working draft of the Multi-County Goods Movement Action Plan. Metro did not anticipate the level of effort required for reviewing and editing the working draft. Metro's consultant, Wilbur Smith Associates, planned to come back with a review of the final draft of the action plan at the next Goods Movement Task Force meeting. In April, Metro planned to hold a Stakeholder Advisory Group meeting. Following the meeting, the draft would be released and workshops would be held. Ms. Smith noted that a draft of the action plan made available at the recent consensus trip to Washington by one of the project partners was not the final draft nor is it for public distribution.</p> <p><b>State Goods Movement Action Plan</b> Richard Nordahl, Caltrans Office of Goods Movement, gave an explanation of the State Goods Movement Action Plan and the Trade Corridor Improvement Fund. He urged SCAG to be involved in the process of the advancement of the Trade Corridor Improvement Fund. The State Goods Movement Action Plan was a joint effort of the Business, Transportation and Housing Agency and the CalEPA with help from Caltrans and the Air Resources Board. The goal was to create a comprehensive open process to achieve maximum stakeholder input.</p> <p>The Goods Movement Action Plan is a two phase project. The Trade Corridor Improvement Fund could be used to</p>	<p>June 20, 2007, 9:30am – 11:30am SCAG Main Offices</p> <p>MEETING AGENDA NOT AVAILABLE</p>



**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>fund highway projects, rail projects, port projects, and border access projects. The timeline for the development of the guidelines of the Fund was set to be completed in June/July 2007. The projects would be solicited in Fall 2007 with the entire process to be completed in March 2008.</p> <p><b>CALMISTAC Report</b>  Gill Hicks, Gill Hicks &amp; Associates, Inc., provided an overview of the California Marine and Intermodal Transportation System Advisory Council (CALMITSAC). The focus of CALMITSAC is the ports and harbors of California along with the inland rail and highway networks in relation to those ports. Approximately 30 organizations were represented by the council. The report looked at environmental and health impacts related to goods movement.</p> <p><b>2007/2008 RTP</b>  Naresh Amatya, SCAG, reported that the Regional Council recently adopted the Gap Analysis, an amendment to the 2004 RTP to bring the current RTP into compliance with SAFETEA-LU requirements. The amendment has been forwarded to the federal agencies for certification.</p> <p>Also underway was an amendment to the 2004 RTP to reflect project changes from the CMIA program. The due date for that amendment is July 1, 2007. Mr. Amatya said the next challenge related to the RTP was the improvement of the Regional Transportation Demand Model used to predict the mobility and conformity needs of the region. Staff hopes to bring the preliminary results of its Needs Assessment Exercise to the TCC in June or July and request the TCC to authorize SCAG to release the draft for 45-day public review and comment period in October.</p> <p>Mr. Amatya also said that the Air Quality Management Plan (AQMP) establishes the pollutants budgets that require RTP compliance including ozone, PM2.5, and PM10. Critical timing issues exist and staff will reconcile current numbers with the final numbers that are adopted as the accepted State Implementation Plan (SIP).</p>	

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
<p><b>Regional Transit Task Force (RTTF)</b></p> <p>SCAG Contact: Andre Darmanin  Contact Email: <a href="mailto:darmanin@scag.ca.gov">darmanin@scag.ca.gov</a>  Contact Phone: (213) 236-1851  Or Jessica Meaney  Contact Email: <a href="mailto:meaney@scag.ca.gov">meaney@scag.ca.gov</a>  Contact Phone: (213) 236-1873</p>	<p><b>January 24, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>Approve Minutes of November 15, 2006</b></p> <p><u>INFORMATION ITEMS</u>  <b>Metro Connections Update</b>  Stewart Chesler, Metro, briefed members on the progress of the Metro Connections plan. The master plan of the bus routes has been completed and will be further refined to include implementation, phasing, and resourcing. Plan goals are to reduce system operating costs and maintain market share. This multi-layer plan will focus on 1) The express system which includes bus service on freeways and point-to-point service between major activity hubs, 2) Line-haul lines and rapid bus lines.</p> <p>The plan's strategy is to increase the bus speeds by 1 mile per hour with the intention of attracting more riders and increasing seat utilization by 10%.</p> <p>Metro staff is now in the process of developing plans and hopes to complete all plans by mid-spring and complete implementation by June 2009.</p> <p><b>SCAG Transit Update</b>  Jessica Meaney and Andre Darmanin, SCAG, provided members with an outline on the current transit projects that staff is working on and a tentative schedule of presentations at RTTF meetings.</p> <p><b>Regional Transit Plan (RTP) Update</b>  Bob Huddy, SCAG, briefed the task force on the status of the 2008 Regional Transportation Plan (RTP) which is scheduled to have a draft prepared by September. Mr. Huddy would like to increase the task force's involvement with the RTP and would like to have the task force review larger projects. Currently, staff is working on scheduling presentations for the task force of major transit projects and current studies. Any transit operator is welcome to make a presentation on happenings at their agency at any time to the RTTF. Mr. Huddy also discussed the idea of having a</p>	<p>July 18, 2007, 10:00am – 12:00pm  SCAG Offices, Riverside A</p> <p>MEETING AGENDA NOT AVAILABLE</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p>workshop in May which will cover modeling of the deficiencies, the projects completed to the 2006 RTP, and the project lists, as well as financial estimates.</p> <p><b>Transit Operator's Agreement</b>            Bob Huddy, SCAG, updated members on the progress of the Transit Operator's Agreement. Currently, SCAG has a draft agreement with Los Angeles Metro and is undergoing final analysis with Metro staff. Once finalized, this will go to Bus Operation Supervisors and the General Managers. The OCTA agreement is pending additional material and will be included on next month's agenda.</p> <p>He is also expected to have a draft of the five-party agreement regarding the 5310b Consultation Planning Requirements for task force members to review. San Bernardino also has an agreement that is going to Omnitrans and VVTA.</p>	
<p><b>Transportation Conformity Working Group Interagency Consultation (TCWG)</b></p> <p>Website: <a href="http://www.scag.ca.gov/tcwg/">http://www.scag.ca.gov/tcwg/</a>            SCAG Contact: Jonathan Nadler            Contact Email: nadler@scag.ca.gov            Contact Phone: (213) 236-1884</p>	<p><b>May 22, 2007</b></p> <p>MEETING MINUTES NOT AVAILABLE</p>	<p>June 26, 2007 9:30am -12:30pm            SCAG Main Office</p> <p>MEETING AGENDA NOT AVAILABLE</p>
<p><b>Regional Council (RC)</b></p> <p>Website: <a href="http://scag.ca.gov/committees/rc.htm">http://scag.ca.gov/committees/rc.htm</a></p> <p>SCAG Contact: Shelia Stewart            Contact Email: stewart@scag.ca.gov</p>	<p><b>May 3, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>Administration Committee Report</b>  <b>2007-2008 Overall Work Program (OWP) Budget</b>  <i>Recommended Action:</i> Motion made and approved to waive reading and approving Resolution No. 07-487-1 adopting the 2007-2008 OWP Budget.</p>	<p>June 7, 2007 11:30 am – 12:30 pm            Lake Arrowhead Resort &amp; Spa</p> <p><u>ACTION ITEMS</u>  <b>Administrative Committee Report</b>  <b>State Lobbyist Contract</b>  <i>Recommended Action:</i> Approve.</p> <p><b>Federal Lobbyist Contract</b></p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

<b>Committee/Task Force</b>	<b>Overview of Minutes of Last Meeting</b>	<b>Agenda for Subsequent Meeting</b>
<p>Contact Phone: (213) 236-1868</p>	<p><b>Energy and Environment Committee Report 2007 South Coast Air Quality Management Plan (AQMP)</b>  <i>Recommended Action:</i> Motion was made and approved to amend the language in Resolution No. 07-487-2.</p>	<p><i>Recommended Action:</i> Approve.</p> <p><b>Energy &amp; Environment Committee (EEC) Report PEIR Addendum and Conformity Determination for the Final RTP Amendment</b>  <i>Recommended Action:</i> Approve.</p> <p><b>Transportation and Communications Committee (TCC) Final 2004 RTP Amendment No. 3 and 2006 RTIP Amendment No. 8</b>  <i>Recommended Action:</i> Adopt Resolution No. 07-488-1 approving the 2004 RTP and the Final Amendment No. 8 to the 2006 RTP and corresponding PEIR Addendum and Conformity Determination.</p> <p><b>Community, Economic &amp; Human Development Committee (CEHD) Report on Housing Summit</b></p> <p><u>INFORMATION ITEMS</u>  <b>2007 AQMP Update</b>  Report on adoption hearing for the 2007 AQMP by the SCAQMD on June 1, 2007.</p>
<p><b>Energy and Environment Committee (EEC)</b></p> <p>Website:  <a href="http://scag.ca.gov/committees/eec.htm">http://scag.ca.gov/committees/eec.htm</a></p> <p>SCAG Contact: Jacob Lieb  Contact Email: lieb@scag.ca.gov  Contact Phone: (213) 236-1921</p>	<p><b>March 1, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>2007 South Coast AQMP</b>  Jonathan Nadler, SCAG, provided a presentation to the Committee.  <i>Recommended Action:</i> Recommend that the Regional Council approve SCAG's portion of the 2007 South Coast Air Quality Management Plan (AQMP), along with a Companion Motion to recommend the Regional Council to direct staff to raise the issue of the health crisis affecting Southern California and to seek emergency action from local, state, and federal governments to alleviate the crisis.</p> <p><b>PEIR Addendum and Conformity Determination for the</b></p>	<p>June 7, 2007, 10:30 am – 11:30 am  Lake Arrowhead Resort &amp; Spa</p> <p><u>ACTION ITEMS</u>  <b>Tehachapi Renewable Transmission Project</b>  The proposed project would interconnect renewable wind power to Southern California with new and upgraded facilities between eastern Kern County and the City of Ontario.  <i>Recommended Action:</i> Support the Tehachapi Renewable Transmission Project.</p> <p><b>PEIR Addendum for the Final Amendment No. 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP</b></p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

Committee/Task Force	Overview of Minutes of Last Meeting	Agenda for Subsequent Meeting
	<p><b>Proposed Amendment to the 2004 RTP</b>  <i>Recommended Action:</i> Request Executive Committee to authorize release of the Addendum and Conformity Determination for the Proposed Amendment to the 2004 RTP in April and adopt in May.</p>	<p>Staff has prepared a PEIR Addendum for the Final Amendment No. 3 of the 2004 RTP and Conformity Determination for the RTP and RTIP.  <i>Recommended Action:</i> Approve the PEIR Addendum.</p> <p><u>INFORMATION ITEMS</u>  <b>SB 375 (Steinberg)</b>  Staff will describe SB 375 which would allow a streamlined CEQA process for projects consistent with regional plans, and would create greenhouse gas reduction targets for Regional Council of Governments.</p> <p><b>2007 AQMP Update</b>  Report on adoption hearing for 2007 AQMP by the SCAQMD on June 1, 2007.</p> <p><b>Solid Waste Legislation – SB 1020</b>  Committee and staff to discuss provisions of SB1020 and SB1016 with proposed revisions.  <i>Recommended Action:</i> Oppose, unless amended.</p>
<p><b>Community, Economic and Human Development (CEHD)</b></p> <p>Website:  <a href="http://scag.ca.gov/committees/cehd.htm">http://scag.ca.gov/committees/cehd.htm</a></p> <p>SCAG Contact: Jane Embry  Contact Email: <a href="mailto:embry@scag.ca.gov">embry@scag.ca.gov</a>  Contact Phone: (213) 236-1826</p>	<p><b>April 5, 2007</b></p> <p><u>ACTION ITEMS</u>  <b>SB12 Regional Housing Needs Assessment (RHNA) Pilot Program Status Report</b>  Joe Carreras, Program Manager, stated that SB12 is now on the Governor's desk, and SCAG is very optimistic that he will sign the bill. Ms. Harris stated that June 5, 2007 is the deadline for setting a public hearing for the adoption of the Final RHNA. The opportunity to trade and transfer housing between jurisdictions remains open until the Final RHNA is adopted. Trade and transfer request go directly to the CEHD Committee and the RC Committee upon adoption of the Final RHNA..  <i>Recommended Action:</i> Recommend the Regional Council approve the report for submittal to the State Legislature.</p> <p><b>Overview and Progress Report of the Regional Comprehensive Plan (RCP)</b></p>	<p>June 7, 2007, 10:30 am – 11:30 am  Lake Arrowhead Resort &amp; Spa</p> <p><u>ACTION ITEMS</u>  <b>Approval of Proposed Final RHNA</b>  The RHNA Appeals Board has concluded its Public Hearing and meetings, and finalized its written decision on revision requests and appeals, resulting in the Proposed Final RHNA.  <i>Recommended Action:</i> Approve Proposed Final RHNA to be adopted by the Regional Council following a public hearing at the July 12, 2007 meeting.</p> <p><u>INFORMATION ITEM</u>  <b>7<sup>th</sup> Annual Housing Summit Recap</b>  A verbal summary of the 7<sup>th</sup> Annual Housing Summit and 1<sup>st</sup> Annual Compass Recognition Awards</p>

**SCAG Plans & Programs TAC Task Force Activity and Committee Meeting Updates (Continued)**

<b>Committee/Task Force</b>	<b>Overview of Minutes of Last Meeting</b>	<b>Agenda for Subsequent Meeting</b>
	<p>Doug Kim, SCAG consultant, presented an update on the RCP. Mr. Kim pointed out that the RCP has not been updated in over ten years. The Plan will identify a 30-year vision to help communities achieve a sustainable future and provide long term stability. Mr. Kim stated that SCAG must take these policy plans and make sure they work for cities at the local level</p> <p><b>Economy Chapter of the RCP – Initial Performance Outcomes and Strategy</b>  Elizabeth Delgado presented the preliminary outcomes that will be going out to the communities for the public outreach portion of the RCP. Ms. Delgado stated that the outcomes were developed by the RCP task force, and there were three areas addressed in the report, 1) Employment/Prosperity, 2) Income, 3) Green Economy.  <i>Recommended Action:</i> Direct staff to perform technical refinements and continue their work.</p> <p><u>INFORMATION ITEMS</u>  <b>Land Use and Housing Chapter of the RCP – Initial Performance Outcomes and Strategy</b>  Ms. Harris recommended to the Chair and the Committee that this item be moved to the June CEHD meeting, after the Economy Chapter has been completed. The Chair and the Committee concurred.</p>	<p>Luncheon hosted by SCAG on May 24, 2007.</p>